

April 2009

# West Lake Sammamish Parkway Improvement Project



The Bellevue Transportation Department wants to know which segment of the West Lake Sammamish Parkway project should be built first. Plans call for the project to be constructed in phases as funding becomes available. Details about each phase are provided with the roadway map and the project newsletter. Please fill out the short survey with your choice and return it by **5 p.m., Monday, May 18**. Thank you for your help.

*Paul Krawczyk, Project Manager*

Refer to the Segment Plan. Which segment is your choice to be constructed first? Please click on your preference.

**South  
Segment**

**South Central  
Segment**

**Central  
Segment**

**North Central  
Segment**

**North  
Segment**

Explain why this segment should be constructed first:

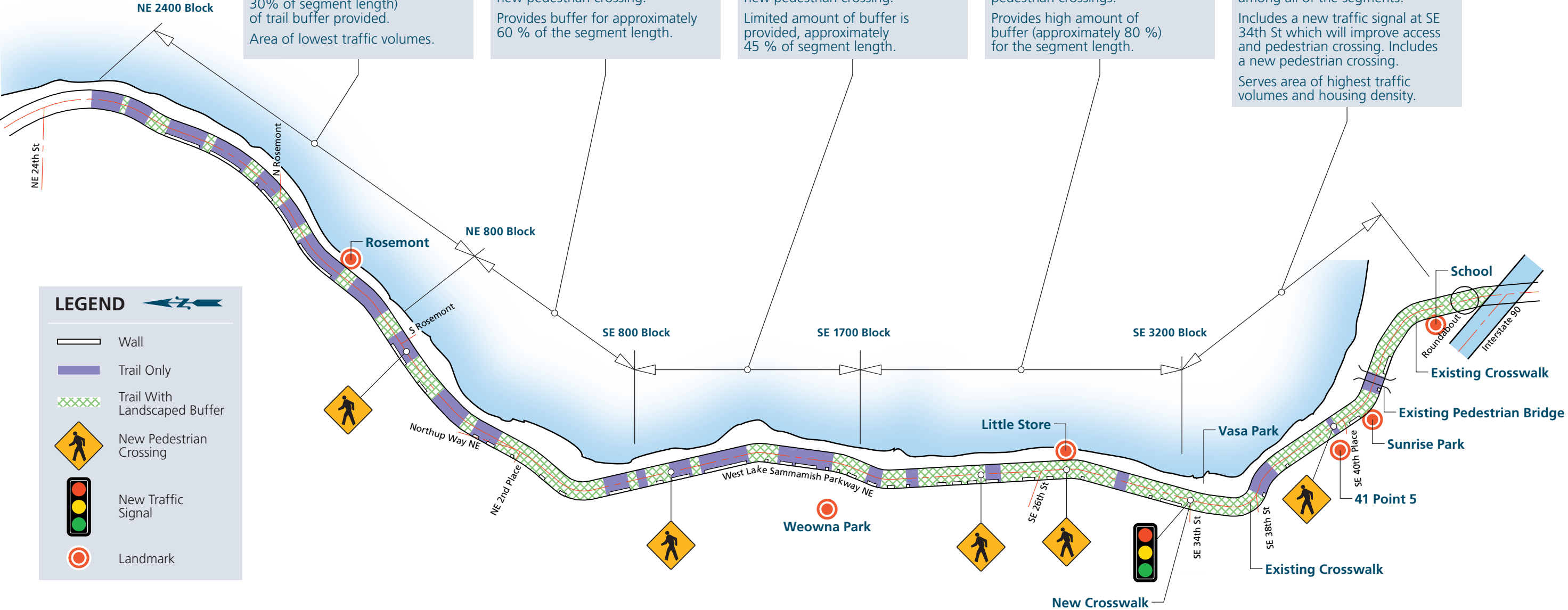
PLEASE PRINT

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Email Address: \_\_\_\_\_

NORTH SEGMENT	NORTH CENTRAL SEGMENT	CENTRAL SEGMENT	SOUTH CENTRAL SEGMENT	SOUTH SEGMENT
Segment Length 6,600ft Cost Per Foot / Total Cost \$1,200 / \$7.9M Amount of Proposed Landscape Buffer Added 29%	Segment Length 4,800ft Cost Per Foot / Total Cost \$1,165 / \$5.6M Amount of Proposed Landscape Buffer Added 61%	Segment Length 3,900ft Cost Per Foot / Total Cost \$1,305 / \$5.1M Amount of Proposed Landscape Buffer Added 44%	Segment Length 5,100ft Cost Per Foot / Total Cost \$1,195 / \$6.1M Amount of Proposed Landscape Buffer Added 82%	Segment Length 6,000ft Cost Per Foot / Total Cost \$1,335/ \$8.0M Amount of Proposed Landscape Buffer Added 83%
Addresses need for east shoulder. Lowest amount (approximately 30% of segment length) of trail buffer provided. Area of lowest traffic volumes.	Addresses need for east shoulder and provides one new pedestrian crossing. Provides buffer for approximately 60 % of the segment length.	Addresses need for east shoulder and includes one new pedestrian crossing. Limited amount of buffer is provided, approximately 45 % of segment length.	Addresses need for east shoulder and provides two pedestrian crossings. Provides high amount of buffer (approximately 80 %) for the segment length.	Provides largest of amount of trail buffer (aprox 85 %) among all of the segments. Includes a new traffic signal at SE 34th St which will improve access and pedestrian crossing. Includes a new pedestrian crossing. Serves area of highest traffic volumes and housing density.



LEGEND

Wall

Trail Only

Trail With Landscaped Buffer

New Pedestrian Crossing

New Traffic Signal

Landmark

